

The Modesta Avila Coalition



The expansion of global trade is having devastating effects from the goods movement corridors (rail lines, truck routes,) and facilities (ports, railyards, intermodal facilities, truck yards and distribution centers) in communities from the ports such as Wilmington Long Beach and San Pedro; through communities in Riverside and San Bernardino Counties. More than one-third of all cargo imported into the U.S. by ship now enters through the Los Angeles and Long Beach Ports making them the largest port complex in the United States. The ports are also the single largest source of air pollution in the Southern California and the goods movement industries associated with the ports are the major pollution source in Southern California.

Mission Statement

In the spirit of Modesta Avila's struggle, we, the Modesta Avila Coalition, are a diverse, regional alliance of committed local community-based groups who are directly and negatively impacted by international trade and the Goods Movement Industry.

Through local control and consensus building, the Modesta Avila Coalition works to preserve our community culture, protect our families' health, and improve our quality of life by establishing sustainable communities that speak for themselves and demand public policies and practices that protect our communities, prioritize health, promote a precautionary approach and ensure environmental justice.

The Core Values of the Modesta Avila Coalition

Coalition members are committed to two shared goals: 1) improving the quality of life of communities neighboring ports, rail yards, warehouses, truck facilities, rail lines and intermodal facilities; and 2) opposition to expansion of goods movement industry facilities in residential areas.

The Coalition promotes direct democratic decision-making, and taking collective action in policy and operations that directly affect the represented communities.

The Coalition strives for consensus building and participatory decision-making in a non-hierarchical structure with each coalition member an equal partner in all decisions, responsibilities and rights.

The Coalition is committed to respecting all aspects of all people including but not limited to race, ethnicity, gender, socio-economic background, immigration status, sexual orientation, or religion.

Coalition members believe that all people are entitled to clean air, safe communities and a healthy environment.

Modesta Avila's War with the Railroad

Modesta Avila was a feisty 20-year-old, proud and impulsive by nature, who lived with her mother in north San Juan Capistrano. Modesta became outraged when the Santa Fe railroad laid tracks and began operating trains through her mother's property. Modesta contended that her family's rights were being trampled by the Santa Fe Railroad when they took their land without any consultation or compensation. The trains were not only noisy, they were dirty, dangerous and the rumbling of the earth was keeping the chickens from laying their daily eggs. She made up her mind to do something about it.



Modesta decided to act. She strung her clothesline across the tracks to block the train. After a while, Modesta removed the clothesline with the help of a local railroad agent, before the train arrived bringing the matter to an uneventful conclusion, with no harm done.

However, the incident was not forgotten by railroad authorities. Four months later, on October 15, 1889, the Santa Fe folks claimed it was a railroad tie that she had laid across the tracks, and criminal charges were filed against Modesta under a little known felony called "attempted obstruction of a train." She was arrested and jailed in Santa Ana. E. E. Edwards, Orange County's first District Attorney took the case to court.

A tongue-in-cheek account of the case appeared in the Santa Ana Weekly Blade on October 17, stating that Avila was accused of spreading her laundry on the Santa Fe tracks, "with no consideration of the grave consequences," thereby "causing grievous injury to said railroad."

The Railroad power and influence was swift and harsh. One week after her arrest, and in spite of a plea for dismissal by her attorney, George Hayford, Modesta went to trial. After returning a tie vote, the jury was dismissed. Six days later, on October 28, a second trial commenced and Modesta was found guilty. She was sentenced by Judge Towner to three years in San Quentin State Penitentiary. Modesta Avila had served two years of her sentence when she died at San Quentin.

The Modesta Avila Coalition

In honor of the courage and convictions demonstrated by Modesta Avila in her fight against the railroad, we feel it appropriate to name our coalition after this brave young woman and vow to continue her fight against the abuses of the railroad. Our communities living closest to the rail yards, rail tracks and intermodal facilities in Southern California, suffer the greatest impacts from the railroad operations and expansions. We demand the railroad respect our communities, reduce their deadly emissions and work with communities in ways that reduce, mitigate and prevent impacts upon our homes, families and the quality of life of our communities.

Center for Community Action and Environmental Justice

Contact: Penny Newman
PO Box 33124
Riverside, CA 92519
951-360-8451
penny.n@ccaej.org

East Yard Communities for Environmental Justice

Contact: Angelo Logan
2317 Atlantic Blvd.
Commerce, CA 90040
323-263-2113 /Fax 323-263-2114
angelologan@eastyarcej.org

Westside Residents for Clean Air Now

Contact: Teresa Flores-Lopez
1472 W. 4th Street
San Bernardino, CA 92411
909-532-6579
westsideresidents@adelphia.net

Coalition for a Safe Environment

Contact: Jesse Marquez
140 West Lomita Blvd.
Wilmington, CA 90744
310-704-1265
jnmarquez@prodigy.net

Helping Our Mira Loma Environment (HOME)

Contact: Rachel Lopez
Mira Loma, CA 91752
951-360-8451
rachel.l@ccaej.org

Citizens for Improving Colton

Contact: Jess Vasquez
866 W. Louise
Colton, CA 92324-1130
909-888-0424
seekers2@msn.com

The View from Our Window- Environmental Justice and the Goods Movement

Executive Summary

The expansion of global trade is having devastating effects from the goods movement corridors (rail lines, truck routes,) and facilities (ports, railyards, intermodal facilities, truck yards and distribution centers) in communities from the ports such as Wilmington Long Beach and San Pedro; through communities in Riverside and San Bernardino Counties. More than one-third of all cargo imported into the U.S. by ship now enters through the Los Angeles and Long Beach Ports making them the most active load centers in the world.

The ports are also the single largest source of air pollution in the Southern California. More than 47,000 truck trips per day out of the ports of Los Angeles and the number is estimated to skyrocket to 100,000 trips per day by 2025.

In addition to the port activities, the Goods Movement stretches its impacts throughout Southern California. More than 35,000 trains—many of them longer than a mile, pulled by four diesel-powered locomotives—course through the region every year. Hundreds of mega-warehouses and distribution centers (many measuring more than 1 million sq. feet in size) have spouted up in rural communities in Riverside and San Bernardino Counties. In their wake thousands of diesel spewing trucks converge upon small towns and neighborhoods concentrating diesel pollution near homes, schools and parks.

Meanwhile, recent USC studies show that children who are exposed to higher levels of mobile source pollution (from cars/trucks/ trains/ships) have significantly reduced lung function and slower lung growth. This includes children in Long Beach, Riverside and Mira Loma, where levels of these pollutants are very high. Kaiser Foundation Hospitals Study in the Inland Valleys found increase in hospitalizations for respiratory disease, chronic obstructive lung disease, pneumonia, heart disease and deaths during high pollution days.

In another recent USC study, researchers found that residents living in a number of contiguous census tracts immediately adjacent to the truck-congested 710 Freeway had significantly higher than expected rates of certain types of throat and lung cancer.

The impacts on communities near these facilities, transportation corridors and intermodal facilities are suffering under the burdens placed on their local economy, health and quality of life. These impacts are ignored as discussions move forward to expand the Goods Movement Industry in Southern California.

The view from our window – working class, working poor neighborhoods and communities of color – shows a haunting landscape. What's happening in our communities as the Goods Movement Industry operates and expands is not Hollywood make-believe. It is not a remake of a Terminator movie, where the characters go blasting through towns reeking death and destruction until someone yells, "Cut!" and everyone gets up and goes home.

This is real life—affecting real people—in real communities. It is affecting OUR families, OUR children.

- ♦ We know that the western edge of Riverside and San Bernardino is ranked by the World Health Organization as having the 4th worst PM pollution in the world only after Jakarta, Indonesia; Calcutta, India; and Bangkok Thailand."¹
- ♦ We know that nearly 1500 people die from air pollution in the South Coast Air District each year.²
- ♦ We know more people die from air pollution each year in California than from Murders, Car Accidents, and AIDS – COMBINED!³
- ♦ We know 3 million Californians have asthma – 700,000 of them children.
- ♦ We know our children and our families are in harms way.

As communities most affected by the decision made regarding the Goods Movement, we demand a major voice in the decisions. No one knows this issue better than the people living with it—enduring the noise, exhaust, traffic, lights, disruption of our lives, damage to our health, and destruction of our communities.

¹ World Health Organization, as cited by California Public Interest Research Group, CalPIRG, Citizens' Agenda, Vol. 13, No. 3; pg 4, Fall 1997.

² Union of Concerned Scientists

³ Environmental Working Group. "Particle Civics: How Cleaner Air in California will Save Lives and Save Money: June, 2002.

- > We demand a moratorium on all expansion of Goods Movement Industries until current issues concerning our communities' health and loss of quality of life are resolved. For example, the No Net Increase plan, which attempts to achieve the goal of not increasing port pollution, is not enough because it does not address concerns about health risks from current levels of pollution.
- > We demand a process for self-determination by communities in all development projects.
- > We demand that health be put first before business.
- > We demand local control of sources now regulated on State and Federal levels including railroads, trucks, ships and planes.
- > We demand environmental justice – the disproportionate impacts received by our communities must be eliminated.
- > We demand our communities have local control, local benefit, and self- determination.
- > We demand sustainable development that creates sustainable communities. Local communities must be at the center of ALL decisions affecting them.

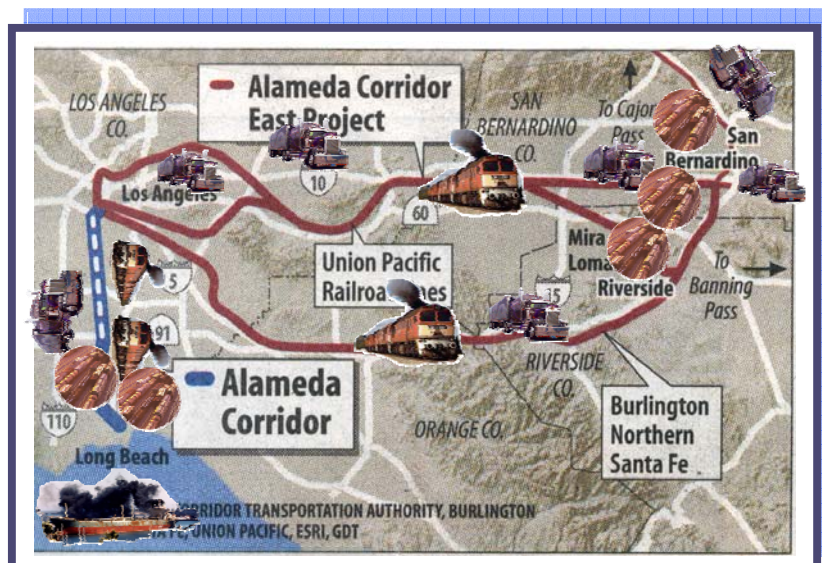


Environmental Justice and the Goods Movement Industry

Background

The communities of Southern California are increasingly concerned that the financial goals of the international trade and logistics industry are taking priority over the distressing health and quality of life impacts upon our families. Global and domestic corporations are demanding more ports to bring in more imported goods, which must have some way of getting from Long Beach to any one of thousands of destinations. More goods mean expanding the logistics industry with added marine terminals, wider freeways, more truck-only lanes, more rail yards, and more warehouses for cargo.

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and the third largest port in the world, only after Hong Kong and Singapore. The ports are also the single largest source of air pollution in the Southern California.

This is without even considering the emissions from the hundreds of diesel-powered locomotives and thousands of big rig diesel trucks transporting imported freight containers. The need to move the huge volume of imports draws increased numbers of diesel spewing locomotives and trucks. For example, there are more than 47,000 truck trips per day out of the ports of Los Angeles and the number is estimated to skyrocket to 100,000 trips per day by 2025. More than 35,000 trains—many of them longer than a mile, pulled by four diesel-powered locomotives—course through the region every year. In Colton alone, more than 160 trains roll through the city each day. The number of locomotives (with their heavy polluting high-sulfur content diesel) moving throughout the region is expected to increase by three times the current number by 2020.



BNSF Watson Rail Yard in a residential area of Wilmington

The composition of U.S. trade has been shifting toward lighter goods that are more likely to be shipped by air, creating opportunities for new and expanded air cargo ports. Two are proposed for the Inland Valleys at Norton Air Base and March Global Port. It has been described that one plane taking off produces the same amount of pollution as a gas station on fire. Forecasters estimate that 9.5 million tons of air cargo will be handled by the region's cargo-capable airports in the year 2025. That amounts to a 265% increase in volume.

Scientific Proof

Meanwhile, recent USC studies show that children who are exposed to higher levels of mobile source pollution (from cars/trucks/ trains/ships) have significantly reduced lung function and slower lung growth. This includes children in Long Beach, Riverside and Mira Loma, where levels

of these pollutants are very high. Kaiser Foundation Hospitals Study in the Inland Valleys found an increase in hospitalizations for respiratory disease, chronic obstructive lung disease, pneumonia, heart disease and deaths during high pollution days.

In another recent USC study, researchers found that residents living in a number of contiguous census tracts immediately adjacent to the truck-congested 710 Freeway had significantly higher than expected rates of certain types of throat and lung cancer.

Public Policy – Driven by Health Science or Profits?

Even with the increased scientific knowledge of the devastating health impacts upon our communities, government agencies and elected officials continue to promote proposals to expand the 710 Freeway, expand the port complex, build mega warehouses and distribution centers, expand railyards and build new freeway lanes to accommodate three to five times as many trucks carrying cargo from the Ports by the year 2020. Governor Schwarzenegger has declared expansion of the goods movement industry as the highest priority for this year while our communities' health and well-being are ignored. The South Coast Air Basin has been designated an extreme non-attainment basin for years, exceeding Clean Air Act pollution levels.



Goods on the Move — Communities At Risk

We are communities that work, live, learn and play in areas smothered in pollution, confined in poverty and ignored for services. It is these communities that are directly impacted by the goods movement industry through its ports (sea and air), corridors, rail and intermodal facilities, mega-warehouses and distribution centers. We are working class, working poor, communities of color.

We believe that it is unacceptable that our communities are targeted for exploitation by the goods movement and port industries, causing the degradation of our quality of life; exposing our neighborhoods to extreme levels of pollution, inflicting disease and irreparable harm upon our families and imposing an unnecessary financial burden for our communities. As the burdens and negative impacts fall disproportionately upon communities of color, the promise of equality

to all people regardless of race, creed or color, is blatantly disregarded.

The full impact of the operation and expansion of these facilities is destroying our communities in numerous, substantive ways:



Ocean waters have been contaminated by Port air pollution, construction, agricultural food & plant fumigation, oil & fuel spills, water run off, ship bilge dumping, facilities, ship vessels, vehicles, equipment & container deterioration, ship vessel and port equipment repair & maintenance, toxic & hazardous chemical storage tank leaks and valve connection & pipeline breakdowns. High levels of PCB, DDT, Lead and numerous other toxic and carcinogenic chemicals have already been

identified at the Port of Los Angeles Harbor.

Quality of Life

Quality of life issues go beyond health impacts. Our communities are more than a bunch of buildings clumped together, or land to be divided up—they are families, friends, and people that share a common culture, history, sense of place, and vision of their future. The close relationships and community cohesion is priceless and cannot be replaced. The *Quality of Life* for a community depends on the rich relationships of its inhabitants, the basic services to its residents, the feeling of safety and lack of fear, a right to clean surroundings and enrichment of social relationships of its people. These cannot be measured in quantifiable terms. Cultural networks and ways of being cannot be replaced.

The encroachment into our communities by goods movement and ports industries is disrupting and destroying the very fabric of our communities. Displacement of neighborhoods to facilitate expansion of the logistics industry is unacceptable. Land use decisions must be directed by local residents, not dictated by outside corporations and facilitated by regional, state and federal officials.

For example, in the City of Commerce, the expansion of the freeways and railyards has created a situation where children must play in the midst of industrial activities.

Pictured, is Bandini Park, **Commerce, CA.**, surrounded by the 710 Freeway and the UP Rail yard and Intermodal facility.



City of Commerce

Expansion of the rail yards has placed idling locomotives and trucks within feet of children's bedrooms.

City of Commerce

Backyards have been eaten up by rail yard expansion, putting families dangerously close to diesel operations. The noise, dirt, pollution and light is unbearable for residents.





Idling trucks park next to a community park waiting to get into the BNSF Intermodal facility in San Bernardino. The railroad has offered to buy the community park from the City. This historic park houses a child care center, community center, swimming pool and is the only park for the entire

neighborhood.

Health- Health impacts from the goods movement industries are substantial. Particulates irritate the eyes and nose and aggravate respiratory problems, including asthma, which afflicts 13 million Americans. Very small particles, called fine particulates, have also been directly associated with an increased risk of premature death. One recent landmark study found that the risk of premature death in areas with high levels of fine particulates was 26 percent greater than in areas with lower levels. Researchers estimate that, nationwide, tens of thousands of people die prematurely each year as a result of particulate pollution. Diesel engines contribute to the problem by releasing particulates directly into the air and by emitting nitrogen oxides and sulfur oxides, which transform into "secondary" particulates in the atmosphere.

Diesel plays a major role in the illness and death of Southern Californians. There are more than 450 different chemical compounds in diesel exhaust; 40 are known to cause cancer. Diesel exhaust is classified as a toxic substance and is a toxic air contaminant. In the South Coast Air Quality Basin, mobile sources account for 90% of the cancer risk of region residents; 70% of that cancer risk comes from diesel.

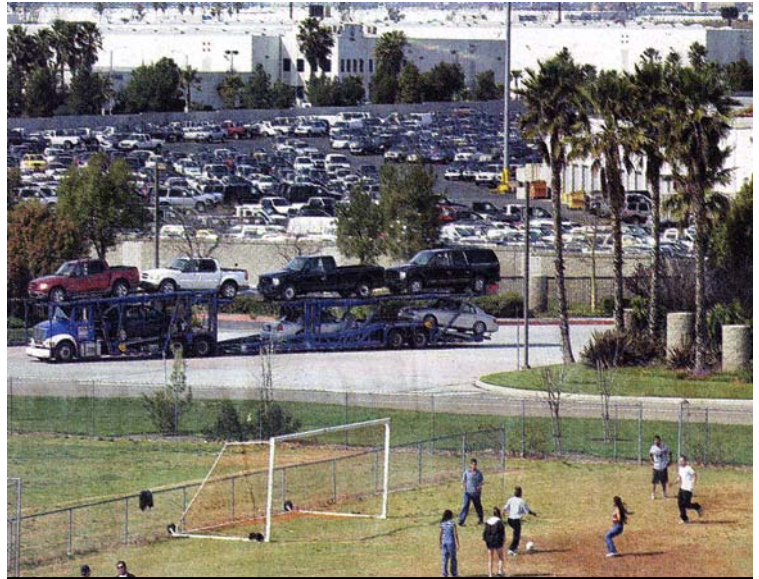


Diesel exposure is linked to respiratory disease, asthma, cardiac deaths, increased hospitalizations, and birth defects.

The Children's Health Study of 6000 children in 12 communities in Southern California, heavy traffic near a child's home at study entry was associated with a 7-fold increased risk of lifetime asthma. In another analysis, it was found that air pollution not only exacerbates asthma it causes asthma. USC researchers found a 3 to 4-fold increased risk of asthma among children playing multiple team sports in high, but not low pollution communities.

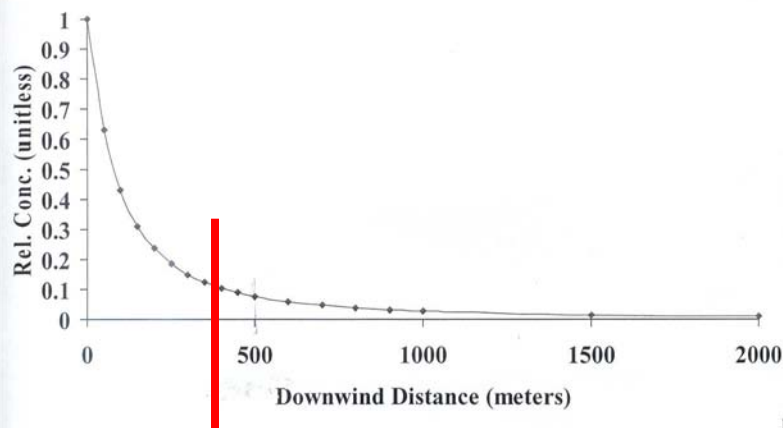
Location, Location, Location

The proximity to the diesel source determines the level of risk. While diesel exhaust is a regional issue creating levels of pollution resulting in the South Coast Air Basin being classified as an extreme non-attainment area (until recently the only one in the United States--this year it was joined by the Central Valley with that distinction). Studies show that the closer one is to the diesel source the higher the health risk. In the Mira Loma Community Specific Air Quality Study conducted by the SCAQMD, researchers found that the highest risk is in the first 1500 feet from the diesel source.



Union Pacific Auto Distribution Center in Mira Loma, directly across a small road from the athletic field of the Jurupa Valley High School—the highest cancer risk in Mira Loma, estimated at 1500 in a million instead of 1 or 10 in a million.

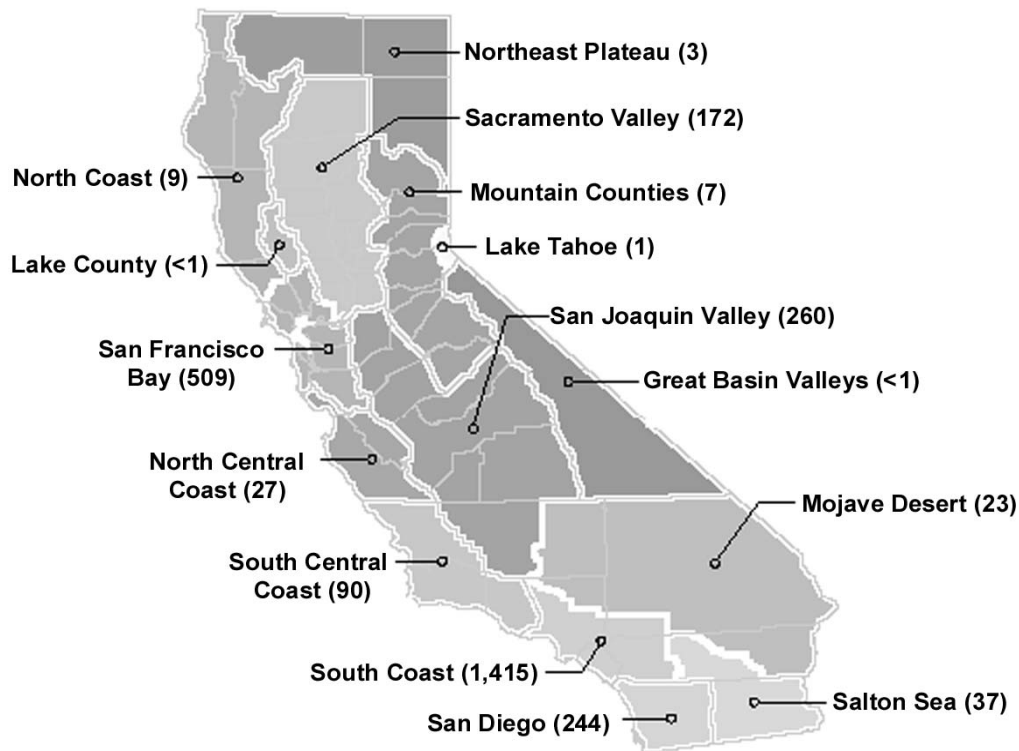
Sensitivity of Concentrations to Downwind Distance



South Coast AQMD's recommendation:

"If we have diesel sources, the best thing we can do is to keep them 500 meters away from people."

In the South Coast Air Basin 1,415 people die prematurely; 1,273 have chronic bronchitis and 2,084 are hospitalized each year. The cost of the health impacts totals \$10.2 Billion each year. ¹



Statewide Impacts - \$21.5 billion/year
South Coast Air Basin – 10.2 billion/year

Health Endpoints	Estimated Mean No. of Incidences in 2004					Statewide
	Sacramento Valley	San Diego	San Francisco Bay Area	San Joaquin Valley	South Coast	
Premature Mortality	172	244	509	260	1,415	2,980
Chronic Bronchitis	154	219	459	234	1,273	2,682
Hospital Admissions	253	359	751	383	2084	4391
Total Estimated Health Costs (millions of 2004\$)	\$1,242	\$1,763	\$3,688	\$1,884	\$10,241	\$21,575

¹ Union of Concerned Scientists. Image Source: California Air Resources Board. Results are based on

Environmental Pollution- Environmental pollution goes beyond air quality. The industrial operations around railyards, truck facilities and port operations creates pollution from industrial lighting, severe noise pollution, consumes our open space and curtails our ability to have access to pleasurable outdoor activities. Water run-off issues impact our water supplies and poor air quality inhibits our ability to participate in recreational activities. Noise levels limit the desirability to use our yards, and affect the overall quality of rest and relaxation of local communities.



Water runoff from facilities impact our water supplies

In Mira Loma heavy duty diesel trucks make it impossible for residents to enjoy horseback riding on the trails throughout our community.



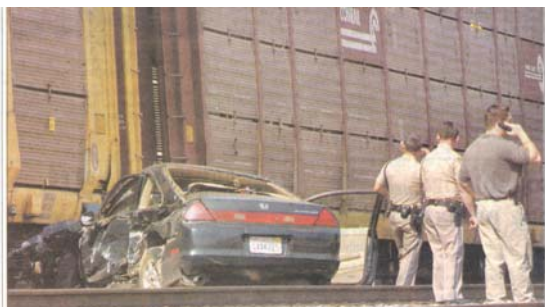
Truck, rail, ship and air traffic creates noise, destruction of public and private property, creating severe congestion within our communities and with total disregard for local residents. Local residents are being forced to share their communities made up of homes, churches, schools and parks with big rig trucks, exhaust, industrial lighting and round the clock noise. Little regard is given to the loss of time for families trying to maneuver through their daily lives while competing on residential streets with industrial traffic.



Destruction of property is common-place. As residents, we are concerned about big rig trucks getting stuck near our homes, not able to make turns on residential streets and ending up in our yards where our children play. These intruders threaten the safety of our families.

Noise from the operations of the logistics industry is a major problem for communities. Noise is detrimental to health in several respects; for example, hearing impairments, sleep disturbance, cardiovascular effects, psycho physiologic effects, psychiatric symptoms and fetal development. In addition, noise has widespread psychosocial effects including noise annoyance, reduced performance, and increased aggressive behavior. Even ear-safe sound levels can cause non-auditory health effects if they chronically interfere with much needed recreational activities such as sleep and relaxation, if they disturb communication and speech intelligibility, or if they interfere with mental tasks that require a high degree of attention and concentration.² For communities where noise levels are high and constant, the twenty-four hour, seven days a week operations provide no reprieve for families.

Public safety - Increased risk to the public's health and safety from transportation of toxic materials and explosives.



March 8, 2005 – Man dies at crossing in Mira Loma/Glen Avon. A derailment at Etiwanda the same week closed the roads for hours.



Derailement in the City of Commerce sent lumber and railcars through residents' homes.



Derailement in Beaumont 2003. Dozens of derailments keep residents near railroads on edge.

² Wolfgang Babisch, Environmental Health Perspectives, January 2005, Volume 113 number 1

The long history of derailments, accidents and toxic spills involving railroads, keeps local residents on edge.

The railroads and trucks are not the only area of safety concerns involving the goods movement industry; spills at warehouse facilities involving toxic materials are an ever-present problem. Last year at a warehouse in Mira Loma, residents were held prisoner in their homes due to a toxic spill that resulted in a mixture of two chemicals that could have killed hundreds. The County of Riverside had no idea of the contents in that warehouse. Since most warehouses are built on speculation, without a tenant identified, no one knows what is in the hundreds of warehouses in the Mira Loma community. Since Riverside County doesn't require a business license, the county doesn't even know what businesses are operating in the unincorporated community.

Blight - Industry encroachment, cranes, ships, emptied container yards, and massive buildings have created an aesthetic nightmare. Residents attempting to maintain their property and provide a nice living environment are often overwhelmed with the industrial nature of their surroundings. As more industry moves in, other dirty businesses like engine re-builders, diesel engine repairs and tire shops spring up turning nice family neighborhoods into industrial parks.

Picture of the rail yard from the backyard of a family home in Commerce.



The resident in this house, where a mega warehouse was built directly across the street remarked, lamenting the loss of his view of the surrounding mountain ranges, "Now they've stolen my mountains"



High Cost of Cheap Goods

The goods movement industry costs \$2.5 billion in externalized expenses each year. These externalized expenses are the costs not paid by an industry's operations (health impacts, or road and freeway construction). That cost alone is approximately \$7,000 for each new job created!

Expansion of the International Goods Movement competes directly with domestic products and businesses. Our local communities have seen a shift from good quality manufacturing jobs with safe, healthy working conditions to undesirable jobs with lower wages, unhealthy work environments and minimum benefits.

The importation of goods encourages and subsidizes the outsourcing of manufacturing and goods production from our country creating a reliance upon foreign industries. According to Jon Haveman of the Public Policy Institute of California, there is evidence that supports the notion of actual reduced economic opportunities surrounding the logistics industries. Near the ports, Intermodal facilities, rail yards and distribution centers are economic dead zones—areas that bear the brunt of the negative impacts but do not share in any increased economic benefits. For example, between 1990 and 2000, areas within 3 miles of these facilities experienced a slower employment growth and slower development of business establishments.

Competition for land use influences the character of a community. Land devoured by goods movement industries result in the loss of open space and recreational areas and also competes with alternative uses such as green businesses, high tech industries, manufacturing and small locally owned businesses.

Slowing the pace of trade growth might not be all bad. Goods movement is heavily subsidized directly by building the infrastructure, and indirectly in impaired quality of life. This subsidy of imported goods results in prices that do not reflect the true costs of those goods. The cheap goods are coming at a high price to local communities. These hidden costs are never factored in as a line item in the economic balance sheet. For example, if we build a \$5 billion expansion of the 710, that's a subsidy to the goods movement industry to the extent that the Ports, the shippers and the carriers don't contribute to its construction.

The business as usual approach to trade growth is not economically efficient. Economic efficiency with this industry results from taxing it, not subsidizing it. Trade is only economically efficient if prices reflect the true costs.

Impacts on Communities from Goods Movement/Logistics Industries

- Health and Welfare Impacts

Decreased lung function
Asthma Hospitalizations
Pulmonary and Cardiovascular
Hospitalizations
Heart Attacks
Increased infant mortality
Chronic Bronchitis
Premature death
Loss of school and work days
Restricted Activity days
Disproportionate Impacts
Respiratory illnesses
Cancer
Developmental Disabilities
Reproductive health risks
Premature death
Sensitive populations
 children and elders

- Costs - hidden/ignored public subsidized
 Missed school/job days
 Jobs (do they truly come to
 local communities?)
 Infrastructure – who pays?)
 Health care – Clinics and
 Pharmaceuticals

- Community Exploitation

Env. Racism/classism
Communities of color
Working class, poor, low income
Underserved
Language
No mitigation to offset impacts
Minimum and incomplete
 mitigation
Disproportionate
 impact/exposure
Burden
High rate of illegal/ port related
 businesses and activities

- Quality of Life

Loss of community
Health/ Pollution
Traffic
Public safety
Invasion of community,
encroachment
Blighted (less desirable)
Community degradation
Trucks parking on public
streets
Driving through communities
Using public streets as
“staging areas”
Right to breathe clean air
Disruption of social networks

- Self Determination

Land acquisition
Eminent domain abuse
Zoning (improper)
Participate in decision-
making process
at start
Development
Transformation of
community
EJ Community consensus
building

- Safety

Derailments
Truck traffic
Toxic spills

- Environmental Pollution

Air Quality
Noise
Vibration
Lighting
Water
Land

SOLUTIONS

A Moratorium on all expansion projects until current impacts are addressed through the implementation of the following solutions:

The dynamic of the current discussion around the goods movement industry is framed to promote swift growth and expansion, but we cannot & should not move forward on projects without addressing the problems that currently exist in our communities.

Health First!

The discussion around the goods movement industry as one of the key solutions to recovering California's economy must be reframed to include health effects in directly impacted communities.

- Conduct a comprehensive analysis of the current economic model to prioritize healthy communities, workplace, etc.
- Prioritize (fund) research that assesses health and quality of life in impacted communities
- Develop education campaigns to change polluters' attitudes about conducting healthy business practices
- Provide incentives to polluting businesses that incorporate these healthy business practices/policies

Air Quality

There must be a reduction in existing unacceptable and deadly air pollution in and around communities that are directly affected by the goods movement industry. To aim for a goal of simply not increasing the level of air pollution that currently exists is not enough. It is a minimal standard for air quality and for the health of communities that are most affected.

The goods movement industry's current system of operation generates hidden costs that are disproportionately paid for by communities adjacent to ports, rail yards and inter-modal facilities, corridors, and mega-warehouses. Regrettably, this system does not account for environmental pollution, risk to health, and threat to quality of life in our neighborhoods.

Air pollution can be reduced by requiring that port, rail yard and inter-modal facilities be:

- 80% green by shifting from the current forms of energy use to new and cleaner technologies
- Utilize other ports of entry, rather than concentrating the majority of goods movement through the Los Angeles/Long Beach ports
- Industries should pay their full cost of doing business. Put a significant tariff on ships and logistics industries bringing in and moving goods
- Phase out dirty burning fuels to transition into alternative technologies such as magnetic levitation or electric rail used in other countries – Japan, Sweden, Norway

Develop a process for self-determination by communities in all development projects

You cannot take into consideration the health and quality of life of our communities unless you involve our communities.

- Respect people's time by scheduling meetings when it is possible for community members to attend, such as during the evening or weekend days
- Incorporate a process for meaningful participation that includes input from the beginning stages
- Draw on knowledge and experiences from the community
- Acknowledge that, for the community, the effects of the goods movement industry is a disproportionate burden and should be mitigated
- Provide acknowledgement to community concerns by following up with a timely and thorough response
- All mitigation measures and strategies developed through this process must be implemented before any expansion project begins

For example, the process used in establishing the Community Advisory Committee Tier 2 involved the community members impacted by the I-710 expansion project. The document, (including the conditions framed on the next page) was a collaboration of work reflecting the will of multiple stakeholders who are directly affected by goods movement.

Conditions Outlined by the I-710 Community Advisory Committee

1. Implement a corridor level action plan to improve community air quality. The State shall levy fees on containers to fund environmental improvements and community programs to address hidden costs attributable to goods movement impacts, including the funding of community health care clinics.
2. Major infrastructure improvements must be conditioned on achieving air quality goals to protect public health. Based on air monitoring data collected by regional air quality agency stations (including, but not limited to, South Coast Air Quality Management District (SCAQMD) stations in Lynwood and North Long Beach), corridor air quality must be in compliance with State and National Ambient Air Quality Standards prior to the start of freeway construction. Furthermore, the entire 710 corridor improvement project must from inception result in a reduction in criteria pollutants (particulate matter, ozone, nitrogen dioxide, and carbon monoxide) in the corridor and rail and port communities, as compared to 2002 baseline values according to the SCAQMD, State standards, or National Ambient Air Quality Standards, whichever are lower, and that reduction must be maintained. The lowering of emissions shall include those from the ports of Long Beach and Los Angeles. No construction project on the mainline shall move forward until credible, and acceptable plans for achieving this reduction are received and approved by the OPC and Tier 2 CAC.
3. Prior to the initiation of the environmental review process, all Tier 1 Community Advisory Committees (CACs) must have formally endorsed (signed off) the freeway improvement design concept.
4. Prior to adopting a preferred alternative, the OPC must conduct a study of potential goods movement alternatives such as the use of a magnetic levitation train (or maglev system, in which the train is suspended in the air above a single track, and propelled using the repulsive and attractive forces of magnetism) as an alternative to increasing the capacity of the I-710 Freeway. This study must include a cost benefit analysis.
5. A study of the impact of construction on air quality, traffic, congestion, noise and impact on surrounding communities must be conducted, and if construction does go forward, specific mitigation plans must be developed and put into effect during the construction process to minimize and mitigate the impact of said construction of the surrounding communities.
6. Major infrastructure improvements must be conditioned on achieving a net decrease in noise impacts upon the affected communities.

Local Control of Sources Currently Regulated at State & Federal Level

Railroads

While railroads have a significant impact upon our communities, local, regional, and state agencies have no control over their facilities, locomotives and activity. There needs to be action to make them accountable for the pollution, damage and nuisance they create in our neighborhoods.

Legislation:

Three bills, sponsored by the Modesta Avila Coalition and South Coast AQMD have been introduced that would begin to provide relief to those communities most impacted by railroad pollution. CalEPA, ARB, BT&H, and other governing agencies should endorse and support these efforts.

SB 459 being introduced by Senator Gloria Romero (Mitigation) states emission from locomotives be mitigated to attain state and federal standards for ozone and particulate matter or to prevent significant risk to human health from toxic air contaminants. The mitigation fees would be adopted on or after July 1, 2006 by the South Coast District Board. The mitigation fees would be imposed upon railroad companies that operate in whole or in part within the County of Los Angeles, the County of Orange, the County of Riverside or the Counties of San Bernardino. Mitigation fees may be used to reduce the same types of emissions from sources that contribute to ozone, particulate matter or toxic pollution. The south coast district would use mitigated funds to reduce air contaminants or public risk in communities adjacent to rail lines or communities of low income.

AB 1222 introduced by Assembly Member David Jones (Remote Sensing). The bill would establish a High Polluting Locomotive Program. This bill would require the Air Resources Board to encourage owners and operators of locomotives voluntary testing, repair, maintenance or replacement of high polluting locomotives. The remote sensing program would determine the levels of air contaminants emitted by locomotives during hours of operation as well as require the state board to identify and also notify the public of high polluting locomotives. The state board would also require the owner or operator of the locomotive to publicly identify any action taken or

will take to reduce emissions from the locomotive or to replace the locomotive with a lower emitting unit.

AB 888 introduced by Assembly Member Hector De La Torre (Retro Fitting). The bill would authorize the South Coast District to establish a rail yard equipment emission reduction program. The regulation would require the owner or lessee of any heavy-duty motor vehicle, non-road engine or non-road vehicle to install retrofit controls or replace existing equipment with clean technologies or reduce emissions of air contaminants. This bill would authorize the South Coast District to establish rail yard equipment emissions from rail yard equipment, including yard-hostlers, cranes forklifts and other mobile source equipment. Other cost effective technologies to reduce diesel particulate and ozone emissions at rail yards is available. These reductions include low sulfur diesel fuel particulate matter traps, Nox reduction catalysts, emulsified diesel fuel.

Environmental Justice - Disproportionate impacts in all communities need to be eliminated.

Along, near and adjacent to goods movement corridors and facilities where communities reside, freeways, warehousing, ports, rail yard, intermodal facilities and airports, etc have encroached upon our communities. Our communities are majority working class, working poor and/or communities of color.

The goods movement industry and facilities have inflicted disproportionate impacts upon our communities. These impacts are in violation of our civil rights and ignore regulatory and administrative orders in effect such as Presidential Executive Order 12989 of 1998; Cal EPA 's Environmental Justice Policy and other Federal actions to address Environmental Justice in Minority and Low-Income Populations.

The fact that these impacts fall upon minority populations and low-income populations is unacceptable and needs to be eliminated.

Our communities will not allow exploitation of residents and workers by shippers, corporations and the logistics industries for the sole purpose of profit that in no way return to our communities. Wages, working conditions and living conditions in and around goods movement industries and facilities must meet the highest standards.

In the protection of public health and environmental justice, zoning control strategies such as buffer zones must be established. Land use decisions must be made with the recognition of the existing communities, and compatibility with existing infrastructure & land use.

The encroachment of goods movement industries and facilities into communities must stop. Public and private land such as parks, open space, and homes should not be sacrificed via federal, state or local agencies for the main purpose of facilitating corporate profit for goods movement industries.

Our communities demand the right to self-determination. As the public we have the right to full, authentic and meaningful participation, in determining all developments in our communities.

Communities First – Local Control, Local Benefit, Self-Determination

California's Vibrant Past Based on Self-Reliance

California has always been a state that valued its natural resources, self-reliance, self-determination and its status as a role model and leader for the rest of the country. It was the place that provided for others and had a strong economy by doing so. Its natural resources, mild weather, beautiful vistas and vast landscapes created a vibrant agricultural industry. The beauty of our landscape, beaches, and diversity has attracted people from all over the world. Its hard working people produced goods sent around the country, and the independent, locally owned small businesses provided the backbone to strong communities. Small business people not only provided goods and services to their neighbors but also supported the critical social fabric of our towns and neighborhoods by investing time, money, energy and talents into the activities of the community.

Our communities were more than just a bunch of buildings clumped together. They were families, neighbors, friends who recognized the necessity of sharing power and sharing responsibilities so that the community was a place in which we all benefited. This combined decision-making brought all voices to the table to decide what 'we' as a community wanted for 'our' families.

Today's Dependency Brings Illusion of Prosperity

Today our communities are viewed as simply territory to be divided, consumed and devoured by outside developers and powerful sources for the benefit of a few. Our communities are now viewed as simply groupings of buildings filled with consumers, customers or clients whose behavior is studied, managed and manipulated by powerful outside forces. Our communities have become the commodity - used at will, ignored in decision-making, and destroyed when a bigger, better use is identified. The old slogan "Buy American" is long forgotten since America doesn't produce anything.

Over the past few decades California has given up our independence and become overwhelmingly reliant on the importation of goods rather than providing and manufacturing the goods to be exported. This loss of self-reliance, in the name of quick economic gain, has placed the state and especially Southern California in the compromising situation of having to rely on China, Japan and large corporations like Wal-Mart, Target and Home Depot for our sole economic base. California has gone from the provider for others, to depending upon others.

Our tax money goes to subsidize the outside interests in the hope of creating a few promised jobs that rarely benefit the local community. Our jobs have been sent to other places where workers can be more easily exploited. We have become more dependent upon outside forces for our economic health. The vibrant Southern California of the past has become nothing more than a receiving, storage, and transport station, devouring our previously prized landscapes; polluting our air and water; devastating our families' health and destroying the basic social fabric of our once strong communities. Local subsidies of corporate interests have siphoned off the funds desperately needed to provide the basic services for our communities.

Profits over Protection- the Politics of Pollution

Study after study has demonstrated that the most affected in this process are the poor neighborhoods and communities of color. They have become viewed as 'expendable' in the drive to please the outside forces. As one local Riverside official said, "It doesn't matter what the facts are, or what science says, the profits are too great to turn them down." He went on to say, "...development is a political issue not a social or science issue. Some community must bear the brunt of impacts, so it might as well be yours."

In the process we are selling out our communities by providing subsidies, repairing and building new infrastructures with local tax monies, sacrificing the health of our communities from the heavy pollution burdens from port and distribution activities, & eliminating the backbone of local community economy-the small, locally-owned businesses.

In this entire process the affected communities were never asked if they wanted to become the warehouse for the world. We never had it on a ballot; we never had a public debate. These decisions were made by the players-the foreign importers, the corporations, the investors, the politicians—all behind closed doors. Our communities were mapped out, divided up, changed, manipulated, and ultimately destroyed without our voice in the debate.

Sustainability

For the last few decades, researchers and policy makers have talked about the concept of “sustainability” to describe the goal of integrating concerns that join ecological health, social justice and economic development. In 1987, The United Nations’ “World Commission on Environment and Development” released its report *Our Common Future*, which adopted and popularized the concept of sustainability. In it sustainable development was defined as “...development, which meets the needs of the present without compromising the ability of future generations to meet their own needs.” We would add that sustainability is a social goal that must be realized between people in a civil society. Our definition would be in line with that offered by the Latino Issues Forum report, *Latinos and a Sustainable California: Building a Foundation for the Future* that would include issues of governance, access and opportunity, and public participation.

Sustainable Development ensures that all members of present and future generations can achieve economic security, social-well being, good quality of life & preserves ecological integrity on which all life depends.

A Sustainable Community ensures all participants access & opportunity to effectively use their social, financial and natural resources to meaningfully participate in shaping their futures.

In this context local communities must be at the center of all decisions. Outside forces cannot dictate the future of a community or force market driven project upon unwilling residents. The imposed burden of pollution drastically impacts the health and well being of a community and dictates the quality of life for those families. Any analysis of the direction for economic growth must be an open, public debate with local residents leading the way.

Appendix A

I-710/ MAJOR CORRIDOR STUDY

Tier 2 Community Advisory Committee

Major Opportunity/Strategy Recommendations and Conditions August, 2004

Executive Summary

INTRODUCTION

This report presents the final consensus resulting from six months of deliberations by a broad-based group appointed by I-710 corridor communities and the I-710 Oversight Policy Committee. Known as the Tier 2 Committee, this group represented a broad base of interests, including local communities, academic, environmental, business, community and environmental justice. The most directly impacted communities in the corridor were invited to form community-level committees (known as the Tier 1 Committees). The chairs of these committees were also represented on the Tier 2 Committee, along with a representative named by each City Council in the remaining corridor cities.

The following guiding principles define the priorities of the Tier 2 Committee and reflect the consensus that emerged during this process:

- 1. This is a corridor – considerations go beyond the freeway and infrastructure.**
- 2. Health is the overriding consideration.**
- 3. Every action should be viewed as an opportunity for repair and improvement of the current situation.**

The Committee recognizes that something must be done to address the current congestion and design of the I-710 freeway. The high number of trucks on the freeway uses up capacity and the mix of cars and trucks poses a serious safety concern. The committee agrees that the hybrid design concept presented could accomplish maximum build out in a manner that reflects the Tier 1 CACs' concerns and recommendations for their communities, with the exception of the City

of Commerce and East Los Angeles area which require further study. However, the I-710 corridor is more than just a place for trucks to pass through on their way to their final destination. It is the location of our homes, businesses, schools, parks, and lives. Today, particulates and other pollutants from diesel truck traffic in the I-710 Corridor and the ports of Long Beach and Los Angeles are our communities' primary air-quality-related health concern.

Therefore, the conditions for major infrastructure improvements must be as follows:

1. Implement a corridor level action plan to improve community air quality.
2. Major infrastructure improvements must be conditioned on achieving air quality goals to protect public health; corridor air quality must comply with county, state and federal standards prior to the start of mainline construction and the entire project taken as a whole must result in a net reduction in criteria pollutants.
3. Prior to the initiation of the environmental review process, all Tier 1 Community Advisory Committees must have formally endorsed the freeway improvement design concept.
4. Prior to adopting a preferred alternative the OPC must conduct a study and cost benefit analysis of potential goods movement alternatives as an alternative to increasing the capacity of the I-710 Freeway.
5. A study of the impact of construction on air quality, traffic, congestion, noise and impact on surrounding communities must be conducted, and if construction does go forward, specific mitigation plans must be developed and put into effect during the construction process to minimize and mitigate the impact of construction on the surrounding communities.
6. Major infrastructure improvements must be conditioned on achieving a net decrease in noise impacts upon the affected communities.

The Committee recognizes that certain aspects of the design concepts, particularly for designated on-ramps, may be appropriate for implementation prior to addressing the "mainline" issues. However, these improvements cannot be constructed in isolation from all of the

other recommendations such as public health, community enhancement, and noise abatement. The I-710 design must take into account the safety and quality of life of the communities in the corridor, including provisions for greenbelts and open space. This Executive summary presents a synopsis of our committee's findings and recommendations, which are presented in eight topic areas.

(Greater detail is provided in the full report.)

HEALTH

Air quality is the number one public health issue. Poor air quality has had significant negative impacts on public, economic, environmental and community health in the corridor. Particulates and other pollutants from diesel truck traffic in the I-710 Corridor and the ports of Los Angeles and Long Beach are our communities' primary air-quality related health concern. The first consideration for approval of any improvements within the I-710 corridor must be the project's ability to reduce air quality impacts. Therefore, these steps must be taken before construction can begin on the "mainline" project to reduce air pollution.

The Tier 2 Committee recommends the following air quality improvement strategies:

1. Develop an action plan to improve air quality in the corridor.
2. Implement a corridor level action plan to improve community air quality.
3. Implement local alternative fuels/electrification and/or hydrogen policies and programs to reduce diesel emissions.
4. Pursue opportunities for incremental improvements.
5. Implement port-specific air quality improvement strategies.

JOB AND ECONOMIC DEVELOPMENT

The twin ports of the San Pedro Bay generate significant economic benefits for the region as a whole. However, the cost associated with the movement of goods is primarily borne by local communities. These

external costs, including increased levels of pollution, have reduced the attractiveness and livability of these communities. To address this imbalance, local residents and businesses must become net beneficiaries of the continued growth in international trade through the local ports. Improvement of air quality and the environment are essential to capitalizing on the region's assets. In addition, an investment in education is necessary to continue to diversify the economy and provide economic opportunity for residents.

The Tier 2 Committee recommends the following economic development strategies:

1. Position the I-710 corridor and Gateway communities for a post-oil economy.
2. Create a community environment that attracts & retains businesses and residents who can support a new gateway cities' economy.
3. Enable the I-710 corridor and Gateway communities to become more proactive in today's economy.
4. Institute corridor-wide programs and partnerships to equip area residents with the skills needed to move into higher-paying jobs in this new economy.
5. While promoting the importance of all business, specifically recognize small business as an economic driver and foster its growth within the communities.
6. Consistent with current law, advocate policies at the national, state, regional and local levels to require businesses that benefit from any potential I-710 improvements to pay living wages.

SAFETY

The I-710 corridor is one of the most unsafe freeways in the State. Increasing truck traffic, conflicts between cars and trucks, aging infrastructure, and outdated design are all contributing causes to accidents in and around the freeway. The high concentration of older trucks, which frequently become disabled, poses a significant safety hazard, as do truck intrusions into nearby communities and neighborhoods. Just as the Alameda Corridor helped reduce conflicts between trains and automobiles, any improvements to the I-710

corridor must resolve the inherent conflicts between automobiles and trucks.

The Tier 2 Committee recommends the following safety improvement strategies:

1. Continue support and implementation of safety programs.
2. Increase enforcement of traffic and vehicle safety laws and regulations.
3. Increase public and trucker education on safety and neighborhood issues.
4. Implement infrastructure improvements.
5. Separate trucks and cars.

NOISE

Excessive noise is a serious public health concern in the corridor and cannot be resolved by simply building more sound walls. A comprehensive analysis of noise along the corridor must lead to a plan that recognizes the health impacts to our communities and seeks to resolve those impacts by providing appropriate relief. Major infrastructure improvements must be conditioned on achieving a net decrease in noise impact upon the affected communities.

The Tier 2 Committee recommends the following noise control strategies:

1. Provide appropriate and effective sound walls to reduce noise impacts to neighborhoods and schools adjacent to the freeway.
2. Implement noise mitigation programs.
3. Conduct a study to assess how truck traffic from extended gate hours for trucks and 24/7 port operations will impact communities, and assess what mitigations may be appropriate.

CONGESTION AND MOBILITY

The major purpose of congestion relief must be to improve the quality of life and economic vitality of the corridor rather than simply to accommodate port growth. The current corridor capacity is not adequate even for the existing demands in the area. The current conditions along the corridor are simply not acceptable. The Committee suggests an approach that provides multiple options for personal mobility – auto, pedestrian, bike and transit – within the corridor. Likewise, goods movement requires a comprehensive, regional approach that reduces bottlenecks in all segments – ship, truck, and rail.

The Tier 2 Committee recommends the following congestion and mobility strategies:

1. Maximize use of existing infrastructure.
2. Implement expanded public transit solutions.
3. Provide a comprehensive bicycle and pedestrian network with connectivity throughout the area.
4. Develop a consistently implemented plan with cities and residents to mitigate construction impacts and maintain access.
5. Support cooperative planning among all ports along the West Coast.

COMMUNITY ENHANCEMENTS

The I-710 corridor is more than just a place for trucks to pass through on their way to their final destination. It is the location of our homes, businesses, schools, parks, and lives. Plans for future improvements to the I-710 are not intended to solely address congestion and mobility problems. Instead a revitalized I-710 must be the catalyst to enhance local communities along the corridor, creating an even more desirable place to live, work, and play. Major infrastructure improvements must also be conditioned on conclusion of satisfactory agreements with the neighboring communities to fully mitigate negative aesthetic impacts and to mitigate the impacts of any increased light and glare.

The Tier 2 Committee recommends the following community enhancement strategies:

1. Preserve existing parks, open space, and natural areas.
2. Develop and implement community enhancement projects.
3. Provide programs to minimize construction impacts.
4. Develop and implement a plan for arterial streetscapes.
5. Mitigate light and glare in surrounding communities.

DESIGN CONCEPTS

A new design concept for I-710 and/or alternative transportation modes for vehicles and goods movement is needed that responds to the specific design recommendations developed by the Tier 1 CACs to minimize or limit the taking of homes within the communities along I-710. The hybrid design, as developed to date, does a credible job of accomplishing this goal. However, final decisions on project configuration can only be made subsequent to incorporation of the further study of East Los Angeles and City of Commerce and upon completion of cost benefit and environmental studies. The I-710 design must take into account the safety and quality of life of the communities located next to the freeway, including provisions for greenbelts and open space.

The Tier 2 Committee recommends the following design concept strategies:

1. Endorse the specific Tier 1 CAC recommendations included in the Appendix.
2. Support capacity enhancement improvements for the I-710 Freeway upon meeting the conditions recommended in this report, including those recommended by both Tier 1 and Tier 2 CACs.
3. If economic and environmental studies show that expansion of the freeway is necessary, develop new transportation infrastructure for I-710 that separates cars from trucks.

4. If economic and environmental studies show that expansion of the freeway is necessary, locate the new truck lanes in such a way as to minimize community impacts.
5. Redesign unsafe and congested interchanges on I-710.
6. Consider future needs & requirements in implementing new I-710 design.
7. If economic and environmental studies show that expansion of the freeway is necessary, upgrade of the existing freeway must satisfy criteria detailed in this report.

ENVIRONMENTAL JUSTICE

In the fifty years since the freeway was first built, the corridor has become home to minority and low-income populations. For many years, the people who live within the corridor have shouldered an unfair burden in health, economic, and quality of life issues. Environmental justice requires a mechanism for the meaningful involvement of all people in the transportation decision-making process and to ensure that the low-income and minority communities receive equitable distribution of the benefits from transportation activities without suffering disproportionate adverse impacts.

The Tier 2 Committee recommends the following environmental justice strategies:

1. Include the corridor communities in the planning process, in a meaningful way, including provision of appropriate language translation.
2. Ensure that impacts do not disproportionately fall on low-income people or people of color.
3. Ensure that the benefits from the projects flow to the corridor communities.

ORGANIZATION AND PROCESS

To ensure that the work of the Tier 2 Committee is carried forward as set forth in the full report, a task force of representatives from the Tier

2 CAC, the OPC and the TAC should be established to plan and oversee the implementation of the conditions and recommendations of the Tier 2 CAC.

The Tier 2 Committee recommends the following organization and process strategies:

1. This Tier 2 Report will be formally “agendized” and presented to the OPC when it convenes in September 2004 for its consideration and decision. All Tier 2 members will be invited to the OPC meeting, and the presentation of the Tier 2 report will be delivered by a representative group of Tier 2 spokespersons.
2. Following the OPC’s meeting, there will be a follow-up meeting(s) of the Tier 2 Committee to discuss actions taken by the OPC.
3. Prior to the beginning of any formal EIR for the I-710 Major Corridor Study, Metro (MTA) and the Gateway Cities COG will work with the communities, appropriate agencies, organizations and community groups in developing a collaborative process for community participation in the environmental review process. This process will continue to work collaboratively throughout the EIR process.

CONCLUSIONS AND NEXT STEPS

This report is hereby presented by the Tier 2 CAC to the I-710 Oversight Policy Committee. The Committee expects that its recommendations will be carried forward by the OPC, the Gateway Cities COG, the Los Angeles County Metropolitan Transportation Authority (MTA), the Southern California Association of Governments (SCAG), and the California State Department of Transportation (Caltrans). Further, we expect our recommendations to be used as required guidance in the planning and development of future corridor improvements. The Committee and the communities we represent expect to have continued formal and meaningful participation in the I-710 corridor improvement process and look forward to working with the OPC and future project sponsors toward an improved and revitalized I-710 Corridor.

APPENDIX B

A Major National Security Threat — The Goods Movement

At a recent Clean Cities Conference in Palm Desert, we had the opportunity to hear a panel of three international experts on National Security issues. The panel spoke on the security issues threatening the United States and what we need to do to protect ourselves.

These aren't tree hugging, liberal, environmentalists.

Milton Copulas is President of the National Defense Council Foundation, and has advised Presidents from Ronald Reagan to George Bush. On his board are US Senators Orrin Hatch and Trent Lott; Hubert H. Humphrey, Jr. is the Economic Advisor; and former advisors include Dick Cheney and Newt Gingrich.

Dr. Gal Luft, co-Director of Institute for the Analysis of Global Security (IAGS) specializes in strategy, geopolitics, terrorism, Middle East and energy security. He has published numerous studies and articles on security and energy issues in various newspapers and publications such as *Foreign Affairs*, *Commentary Magazine*, *Middle East Quarterly*, *LA Times*, *The Washington Post* and *The Wall Street Journal*.

Co-Director, **Anne Korin** focuses on energy supply vulnerabilities, OPEC, Africa, maritime terrorism, energy security, energy strategies and technological innovation. IAGS Advisors include R. James Woolsey former Director of the US CIA; Robert McFarlane former US National Security Advisor to President Reagan.

Their comments raised some intriguing and alarming questions.

- Are we Building a Secure Future in the Southern California?
- So what does National Security have to do with the Goods Movement?
- Why do some view the actions of our local leaders in promoting the Goods Movement dangerous?
- Why is their leadership irrational, irresponsible and down right dangerous to America's best Interest?

Institute for the Analysis of Global Security (IAGS) Vision

“If we don't change our course we'll end up where we're headed.”

Chinese proverb

Since September 11, it has become evident that there is a close connection between America's national security problems and global dependence on oil. Throughout the world, oil money has fueled terrorism and armed conflict and has sustained oppressive regimes. As consumer of a quarter of the world's oil and holder of only three percent of its reserves, the U.S. is heavily dependent on foreign oil. Since half of America's oil is imported, terror organizations like al-Qaeda and its affiliates can disrupt the free flow of crude oil into the U.S. by cutting oil transportation routes and by attacking tankers and pipelines. The U.S. is forced to pay a growing price in blood and treasury to maintain the uninterrupted oil supply upon which our economy depends. Without expeditious action our dependency is only going to grow in the next decade.

Conservation and exploration of new oil fields can at best buy us a few more years of status quo. The only way to ensure long-term energy security is to reduce overall demand for oil. This can be done through a shift to a global economy based on next-generation fuels. We are fortunate to live in an age in which technology provides us with a wealth of other energy sources that can be easily, cleanly, safely, and more cheaply used as fuel for automotive transportation, among them 25% of the world's coal reserves, built and unutilized nuclear energy infrastructure, and renewables. There is therefore no reason for us to continue to be dependent on hostile countries for our energy needs. There is also no reason for us to compromise our lifestyles, to settle for small cars or give up the joy of driving the open road that is so deep a part of the free spirit of America. Through technology we can develop cars just as comfortable as the ones we have, run on American made next-generation fuel.

Moving beyond oil could be our best economic stimulus. Every industrial and technological revolution in history brought with it an economic boom. The energy revolution will likely do the same. Building an infrastructure for mass production of next-generation cars and fuels would generate millions of jobs around the world, and revitalize the automobile industry as well as other related industries. The shift from oil will bring about significant geopolitical changes and could reshape America's strategic landscape in a way more conducive to prosperity and global security. Shifting to next-generation fuels will allow more countries to generate growing portions of their energy needs domestically. The U.S. and its allies will no longer be forced to fight oil wars in the Middle East or be subjected to supply disruptions and price manipulations as during the 1970s-1980s. Above all, a shift from oil is the best weapon against America's enemies, who derive their power from oil and use it to fuel terror and spread hatred toward our nation.

There is no better legacy we can leave our children than a secure, energy independent nation. Though the transition to an era of energy security and independence is a monumental task, nothing we do will have more lasting benefit for more people.

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Two good reasons we need to rethink our direction for economic growth.

1. National Security

If these experts are right and we need to dramatically cut our dependency on foreign oil for our national security, why are we hitching our economic wagon to the Goods Movement—an industry that is totally reliant upon oil? The movement of goods from the ports of LA and Long Beach through the communities of Southern California with rail yards, warehouses, ports and Intermodal facilities, depends upon ships, trains, trucks and planes— all huge oil users—**increasing**, not reducing, our dependency upon foreign oil. Our elected officials throughout Southern California urged on by Governor Schwarzenegger, local economists and the industrial developers from LA and Orange County have decided to put all our economic eggs in one basket. Does this make any sense to anyone?

Not only does the goods movement make us more reliant upon foreign oil, it also makes us dependent upon foreign goods! We don't make anything anymore—we import. Wal-Mart, Kmart, Target— all import foreign products for us to buy. Not only do we depend on China and India for products, our jobs depend on moving those products. We are expanding our dependency not reducing it. What if someone gets the idea that they want to hurt our economy. They simply stop selling us gas, (no way to move goods) stop shipping goods (nothing to buy) and with no goods to move we have no jobs. Does this sound like a good idea to anyone?

2. Community Health

In addition to becoming more dependent upon other countries, we are destroying our health and our communities.

We live in an area where it is harmful to our health to simply take a breath! We have pollution levels that are clearly killing our children with each and every breath they take. The levels of pollution in our air are documented to cause a reduced lung function and slower lung growth for our children. Due to particulate pollution, this is present at a higher level than for any other children in Southern California. And it's a deficit that is permanent. The air pollution for active children actually causes asthma.

What We Know

WE KNOW— that nearly 1500 people die from air pollution in the South Coast Air District each year.

WE KNOW— 70% of our cancer risk in our area comes from transportation sources – 90% of that is directly from diesel exhaust.

WE KNOW— More people die from air pollution each year in California than die from Murders, Car Accident, and AIDS –COMBINED!

WE KNOW— 3 million Californians have asthma – 700,000 of them children.

WE KNOW— Riverside and San Bernardino have the 4th highest levels of particulate pollution in the world only after-- Jakarta, Indonesia; Calcutta, India; and Bangkok, Thailand.

WE KNOW— The levels in our area is like living with a smoker.

WE KNOW— Air pollution causes asthma – those participating in 3 or more sports had a 3-fold increase in their chance of developing asthma.

Yet with all this information, our decision makers decide to bring more deadly pollution into our Valley in the form of diesel.

The Logistics industry (ports, rail yards, warehouses, air cargo ports) relies on ships, trucks, trains and planes --all heavily polluting activities.

And yet everyday our leaders permit hundreds of million-square-foot industrial warehouses, which draw thousands of diesel-spewing trucks into our communities. They seek out contractors, such as DHL (a German Company) to establish air cargo ports at Norton and March Air Bases, located in the Inland Valley, which will add millions of tons of pollution to the very heart of our communities. They know that the expansion of rail yards by Union Pacific and BNSF bring the dirtiest of diesel pollution next to the homes, schools and neighborhoods most vulnerable---low income, communities of color. Unfortunately, they continue attracting businesses that threaten the safety of our families in their search of a quick profit.